

To: House Energy and Technology Committee

From: Jim Ruff, Director
Planning & Neighborhood Development Department
Secretary, Planning Board, City of Lansing

Subject: **Senate Bill 522**

Date: June 22, 2005

The Lansing Planning Board, at their meeting of April 23, 2002, unanimously recommended denial of the request by Wolverine Pipe Line Company to construct, operate and maintain a gasoline pipe line within the I-96 right-of-way, inside the Lansing city limits. Understanding that you are considering the referenced legislation that will directly allow Wolverine Pipe Line Company to construct this 12" high pressure liquid petroleum pipe line in the I-96 right-of-way, I wish to share with you information regarding the Lansing Planning Board's report and recommendation when they considered this request in 2002. The entirety of documentation is voluminous, but the report provides a summary.

The Planning Board of the City of Lansing, as well as all similar public bodies around this great state, act in response to PA 285, of 1931 to establish local land use plans that promote the community's health, safety and welfare. Further, the Act allows communities, including Lansing, to include the development and routing of utilities in that land use plan. *Approval of this bill will effectively alter all of those plans made across this state that include expressways within their borders, and establish a precedent that diminishes the value of citizen activity and participation in their local government's affairs through land use planning.*

Please note within the report that a number of areas were considered within the context of location, character and extent, including:

- Page 4 – Summary of U.S. GAO report on pipeline safety, in that over a recent ten year period, there was an average of 70 major pipeline accidents per year associated with the transport of hazardous liquids, totaling more than \$350,000,000.00 in property damage

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- Page 5 & Map 5 – Summary of population and household numbers in the area directly adjacent to the expressway
- Page 5 – Basic MDOT information as to the approximate number of vehicles that use this section of expressway per day (40,500) including semi-tractor trailers

- Page 5 – Water well resource information
- Pages 6-9 – PSC Testimony summary
- Pages 10-11 – Population characteristic information for the area in Lansing illustrating the higher than average density of minority persons

Additionally, we all experience and see the extent of construction that takes place during highway reconstruction. What happens when this construction is hindered due to one or more utility lines above and below ground? The cost for construction in time, materials and labor, in addition to maintenance, are very likely to increase in addition to the likelihood of an accident to the utility.

Finally, I wish you to note an obvious observation that is not addressed in the legislation. Not all utilities are the same. Some may have primarily an aesthetic impact and may not cause a significant environmental or economic impact if damaged. Others though, such as a gasoline pipe line (high-pressure liquid petroleum pipe line with an average capacity of 55,000 gallons per day) can have quite the opposite effect even though it is not entirely underground.

Thank you for your consideration and it is my hope you will *not approve* this bill.